



October 2016

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	WHEN:	WHERE:	PROGRAM:
OCTOBER MEETING	Thurs. the 13th ~6pm or earlier	KMIW EAST HANGARS	PANCAKES AND FUN FLY

WHAT'S FLYIN' THIS WAY !!!

Our next meeting will be at the airport with, hopefully, nice warm weather. As of this writing, it will be low winds and around 55°. We plan on starting a little earlier so we can take advantage of the sunshine. Pancakes, sausage and orange juice will be served around 6 pm (there will be a donation bucket for the food). Flying can start anytime before that. This gives us plenty of time to get airborne and take advantage of the nice day.

Paul will lead a short business meeting bringing us up to date on how successful the fly-in was last month and we will also talk about food plans for the Christmas dinner we will have in November.

WHAT FLEW BY !!!

The third annual Marshalltown Municipal Airport Open House and Fly-in was an incredible success! About 30 airplanes came from all around Iowa, and about as many show cars were on display as well. Chapter members brought out their various airplanes to show, and Marshalltown Aviation displayed the Mirage and a couple of turbine powered crop dusters.

The Marshalltown RC club had a display in the main terminal where the breakfast was served by the Matins Kiwanis Club, and Unity Point Life Flight brought one of their helicopters for show and tell.

A few photos are included with this newsletter, but many more are on the web at our Chapter Facebook page and at your newsletter editor's Facebook page.

There will be a few on the Chapter 675 website shortly. Look for links elsewhere in this newsletter.



Display planes awaiting sunrise at the Marshalltown Open House/Fly-in

CALENDAR

Oct 11	5pm-8pm	Independence Municipal	Night Grill-Out at the Airport
Oct 13	~6pm or earlier	Marshalltown Municipal	Chapter 675 FunFly & Pancake Grillin'
Nov 5	11am-2pm	Independence Municipal	Chili Fly-in & Pumpkin Drop
Nov 10	6:30 pm	Grimes Farm & Conservation Ctr.	Chapter 675 Christmas Dinner



Now on FACEBOOK

www.facebook.com/EaaChapter675

www.eaa.org/calendar

www.FunPlacesToFly.com

www.flyins.com

www.iawings.com/calendar/yearly.htm

Member's Reports

Paul Adams has his Double Eagle wings painted and moved to his hangar. Maybe he will taxi it before winter? Wait and see!



A Letter to the Editor

The following Letter to the Editor was run in the Times-Republican about the F-4C Phantom refurbishment and is reprinted here for those who do not receive the newspaper.

Letter to the Editor

I have been following with vested interest the Times Republican reporting on the painting project of the American Legion's F4. I say vested because I have been lucky enough to assist in the project. The local Experimental Aircraft Association, EAA, Chapter 675 located here in Marshalltown, of which I am a member was asked to volunteer labor that was required in preparation for the painting of the F4 and to help in the actual painting. As aircraft enthusiasts we were excited about helping. However our effort was based on more than our love of aviation.

The F4 represents more than just an airplane. On Monday, August 15 as our group of EAA volunteers scraped, sanded and washed the F4 it came to me that this group of five had all volunteered before. This group of 70 year old plus individuals were all veterans. They were veterans that had once volunteered for service in the Navy, Air Force or Army of the United States. As I listened and watched these men work I was reminded of a story I had heard a few times while at the annual EAA convention in Oshkosh Wisconsin.

At Oshkosh each year talks are given by veterans. The story I thought of that Monday was one that I have heard multiple times. It was a story told by Colonel Bud Anderson a triple ace, a pilot who had shot down more than fifteen aircraft in Europe during WWII. In telling his story Bud starts with the time of the year, which was fall going into winter. The country side of the battle ground in Europe was changing colors. Turning from the greens and browns of fall to the white snow of winter. Bud's plane upon landing from the last mission was in camouflage colors, similar to the F4 colors we were sanding and scraping on on that Monday. As Bud continues the story you notice a change in his voice. His voice starts to quiver. He tells what he saw the next morning. His aircraft was no longer in camouflage, but was back to the original silver color. His crew chief and the assistant crew chief had worked all night removing the camouflage. The silver color would make Bud's plane less visible and thus safer for the crews pilot, Bud. Bud looked at his two teammates and noticed their hands were bruised and bleeding from their nights work. As Bud tells this story he cries. Bud tells many stories from his experiences as a fighter pilot in WWII, but this story is the only one during which he becomes emotional. Bud truly knows the value of the team, and for this I give him my highest respect.

The F4 project is not about the plane. It's about the team. The team of men and women that went before us in support of America and the freedoms and liberties we all enjoy. Not just the flyers, but all servicemen it took for the eventual end to hostilities. As people think about the opportunity to support the F4 financial needs I hope they think about what it really stands for. Not the plane, it's just an object to help us remember those souls dead and alive that we call veterans.

Paul Adams
President
EAA Chapter 675

2016 Marshalltown Airport Open House/Fly-in is Huge Success!

As noted on page 1, the KMIW Open House was a big step of from the previous two years. Participation has increased exponentially each year. Final numbers are not fully tallied as this newsletter goes to press, but the numbers witnessed on the tarmac were very encouraging. Prez Paul Adams will update us on how it added up during our meeting on the 13th.

For now, enjoy these few photos from the fly-in and look on the web for many more. You can find them at the following links...

www.facebook.com/EaaChapter675

www.facebook.com/people/Dianna-Corey-Butcher/1101655542

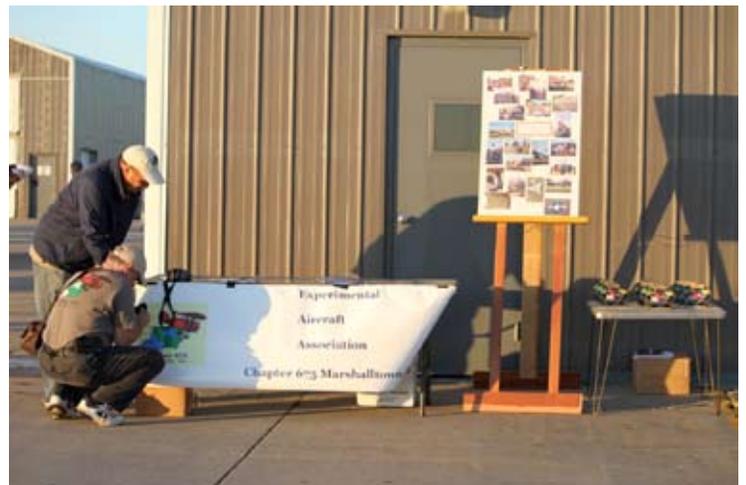
www.eaa675.org/Events



A few of the chapter airplanes welcoming drive-in visitors to the Open House.



The first Fly-in visitor arrived at 6:45 am



Paul Adams and Corey Butcher get the Chapter 675 display table set up



Unity Point Life Flight were kind enough to bring one of their helicopters in for display during the Fly-in



Chapter member Bruce Gapstur flew his WWII Aeronca L3 from Belle Plaine just after sunrise.

More from the Marshalltown Airport Open House and Fly-in

Everyone was getting a bit worried when 8:00 rolled by and there were only 6 airplane arrivals, but about 8:15, the sky and tarmac got busy. Apparently there was fog south of MIW and it delayed those who came from Newton and Des Moines, but after it lifted, CAVU to MIW!



This Smith MiniPlane flew in from Independence, IA.



Don Lutes proudly poses by his pretty red and white Cessna 150



Car show participants brought some beautiful restorations. This Lincoln Cosmopolitan is owned by John Worden, the painter of the refurbished F-4 Phantom.



The final number of vehicles on display, as well as the awards handed out, should be known by our next meeting. Hot rods like the one above were incredible works of art.



The Iowa Veterans Home brought many residents to the pancake breakfast. They were able to get up close and watch the airplanes taxi in and out.



Homebuilts, a helicopter, vintage, antique, military, even a twin Cessna were all represented at the Open house. BE THERE NEXT YEAR!!

P51 or Corsair, which is best?

While at Oshkosh 2016 we had a fun and lively discussion. The discussion centered around which was better, the P51 or the Corsair. The “we”, or main players, in this aircraft oriented drama were my son in law Brent and myself. Others as you will see were brought in as needed. Of course it wasn't a fair discussion in my book. You see, this was Brent's first year at Oshkosh and being a new-be, he was low on the learning curve, or at least that's the way I saw it. You see, he argued the Corsair was the better of the two. What else can you expect from a new-be, everyone knows the P51 is the best, or at least that's what I thought. Here's a picture of each, you decide.



The picture above is the beautiful P51 with that wonderful sounding Rolls Royce Merlin V12 inline, sleek engine that knives it through the air. The fact that “Rolls Royce” is up front exudes the feeling of quality. Looks fast just sitting on the tarmac doesn't it?



This time it's the Chance Vought Corsair trucking along. With a name like “Chance” you really wonder about it. Would you buy an aircraft from a company with the name “Chance”? And just look at it, the wings are bent like it suffered a hard landing. And speaking of landing, they were originally

intended for aircraft carrier use, but with that big blunt nose that looks like it got smashed in from running into the island on the carrier, they were used at first as land based planes.

One of the things that occurred that helped spur this lively discussion was Brent and his kids got to sit in a Corsair while at Oshkosh! Here are some pictures of those smiling faces.



Pretty awesome experience for the new-be papa Brent and the old hands Jayden, Isaiah and Eli! I'm sure it influenced some thinking on Brent's perspective.

I had the opportunity to sit in a P51 last year. The results of the photo-op are below. Maybe it gave me some bias. Naw, it's just better!



I also got to sit in the Corsair this year. The owner, Scott Glover of MidAmerica Fighter Museum, is a great guy. He sent me the picture below which he took on his phone for me! I got some scratches on my legs getting out. I think the pilots that flew them were a lot more limber and younger than the old grandpa! The scratches were well worth it, what fun! Plus, what a birthday present, I turned 70 that day.



Now it's not to say that the Corsair is ugly. I've never seen an ugly plane, some are just prettier than others. I even think the Stits Flut R Bug is pretty, even with its wheel barrow wheels and tires.



Above is a picture of the Stits Flut R Bug. Rumor has it that it was the prototype for the Corsair! Just joking!

As the argument, er, I mean friendly discussion continued, we heard from others. At the start, Brent found no support. Then he started using unfair tactics. He started asking women as to which ones they thought looked prettiest. Now I love my daughter in law Meagen, but I will have to say she did me a major let down. She voted for the Corsair on the basis of beauty!! But I'm practicing forgiveness. Plus, she is fairly new at this aircraft game, still trainable I think.

Somewhere in there we might have even thrown in performance. I won't dwell on this subject much because it came through much like today's political arena, not based much on fact, just a spur of the moment thought to support a claim. But it is in this area of facts I did have another let down. While listening to a talk at Oshkosh I heard the comment that there were 40 aces for the US in the Korean conflict. Of these 40, 39 were pilots who flew jets, one pilot flew a propeller driven plane. Well I will be jiggered if that plane wasn't a Corsair! Needless to say I didn't offer that piece of information up during later discussions.

In the end we all walked away friends. I even bought Brent a Corsair shirt. As he and two of the grandkids pulled out we waved and I announced, since he has a long drive back to San Diego, this would give him plenty of time to think about the discussion and he will probably leave the dark side, (Corsair dark blue side that is) i.e. Corsair lover, and become a P51 lover (may the force be with you). I said if he didn't, I hoped he enjoyed his last Oshkosh. Juust kidding!

I will have to give Brent this, he should become a pilot. Why? Well he has hangar talking down to an exact science! Below is a picture of the main discussion group. Only one, Brent, voted for the Corsair. Smart P51 lovin, good looking grand kids, huh! Brent the new-be stands next to me, there's still hope.



Visit your Chapter 675 website!
www.eaa675.org